1993-1998 Toyota T100 - Spark Plug Replacement

1993-1998 Toyota T100 | Advanced | 1.5 to 2.5 hours | $115 DIY

TOOLS

5/8-inch spark plug socket 3/8-inch ratchet Two 6-inch extensions and one 3-inch extension 10mm and 12mm sockets Flathead screwdriver Long needle-nose pliers Feeler or wire-style gap gauge Dielectric grease Compressed air or a blower nozzle

PARTS

Correct spark plug set for the gasoline/ICE engine in 1993-1998 Toyota T100; verify engine, heat range, gap, and VIN fitment $115.00

Coil-boot seals or ignition coils only if inspection finds damage $35.00

STEPS

1. **Cool down and map your ignition layout - Park it, let the engine go fully cold, and pop** the hood. The 2.7L four (3RZ-FE) is simpler: four plugs on plug wires fed by two wasted-spark coil packs. Count your coils and wires before you buy anything.
2. **Pull the intake tube for passenger-side room - Loosen the tube’s clamps, unclip any** sensor plugs or vacuum lines attached to it, and lift the whole tube out of the way - it usually comes out as one piece and goes back the same way. Keep every clamp and clip in a tray.
3. **Disconnect the battery - Loosen the negative battery cable clamp with a 10mm wrench, lift** the cable off the post, and tuck it aside so it cannot spring back onto the terminal. You will lose radio presets and the clock, and the transmission may shift differently du...
4. **Free the driver-side plug wires one at a time - Start on the driver side of the V6. Grab** each boot, twist it a quarter turn to break the seal, and pull straight off the plug.
5. **Release the wires from the coil packs and lift the boots - Back on the passenger side,** unclip the remaining three wires from the coil packs - they pop off the coil terminals with a flathead under the retainer tab. Grip each long coil boot, twist, and pull straight up; Set the coils aside in orde...
6. **Blow out the deep V6 wells and pull all six plugs - Work front to back so you don’t lose** track, and eyeball each old plug - heavy oil fouling or a cracked insulator tells you something else is going on.
7. **Gap-check the new plugs and hand-thread them in - Thread each plug in by hand as far as** it will go; if it binds early, back it out and restart it, because cross-threading an aluminum head is a very expensive mistake.
8. **Route the wires home in the right order - Push the coil boots firmly back onto the** passenger-side plugs, then route each plug wire to its correct cylinder - match the wire lengths to the layout you memorized, and click every wire into its retainer clips across the front of the e...

TORQUE

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